Superstreet Q&A—October 2017

A Superstreet Conversation

Will there be enough distance to move over 3 lanes to reach the U-turn?

The current proposed design provides for safe and efficient operation now and through the 2040 design year. Signals along the corridor help provide gaps for turning traffic. Right on red may also be allowed, which would shorten delays further.

Won't traffic back up in beyond the turn lane area waiting to make a U-turn?

Based on the traffic capacity analysis, the design will provide enough space for vehicles in the peak period through the 2040 design year. The storage needed will be shorter than current turning lanes because the superstreet design is a more operationally efficient design.

Will it take longer to turn since drivers will need to wait through up to three signals instead of one to turn left on to U.S. 321?

No, because the signals will operate more efficiently than the current signalized traditional intersection and therefore the overall travel time will be reduced.

Will there be an increase in travel time for drivers and emergency vehicles?

There will be an overall lower travel time on U.S. 321 and turning out of major side streets during peak periods with the proposed designs.

Aren't U-turns dangerous?

Studies have shown that U-turns do not increase accidents. Superstreets also reduce the number of potential conflict points between vehicles moving in different directions.